lords. In front of the throne extend the seats of the members of the lower house, being placed in eight divisions, according to the eight provinces of the realm—each divided by a passage. The seats are red-cushioned little benches, with a writing desk, capable of being turned down. Each seat has a number, but not relative to any division. The stenographs to occupy an especial gallery. Adjacent rooms to serve as bureaux, &c. All this, however, will absorb so much space, that the king will have to remove to Potsdam, where also all the festivals of the season will be held.

The Vienna Academy of Sciences.—As the limits of the plan proposed to the emperor by the Chancellor of State have appeared to be very *narrow*—the Archduke John (a sort of emulant of the Duke of Sussex), has been requested to compile another, which it is said will extend the activity of the academy over every branch of science.

French Railroads.—The Government have deemed proper to *increase* the surveillance over the construction and management of these public conveyances, as accidents occurred of late on *two* consecutive days on the same (the North) line. In consequence, the viaduct of Virville, on the Havre-Rouen Line, was ready for traffic, when a commission was sent who charged it with a heavy weight, by which it sustained serious and considerable injuries. By such timely superintendence the income of several lines has already *decreased*—but the security of human life, will, as a matter of course, *increase!*

Monument Mania.—Subscriptions are now raising in Germany for erecting a memorial to Professor List, the political economist, who died a *voluntary* death in Kuffstein.

Improvements at the R.A. Munich.—According to a royal decree of 14th August last, certain grand changes had to take place, which now, we are happy to say, have been carried into effect. A new chair of the technicism of painting (*Maltechnik*) had been created, to which the historical painter, Mr. Hermann Anschutz, a native of Prussia, has been nominated. The place of corrector in the Hall of Antiques, has been conferred on Mr. Hochbach, teacher of design at the schoolmasters' seminary, at Altdorf. Thus the staff of that splendid institution is now at its full complement.

A "German" Technological Cyclopædia.—This work, undertaken by the *late* Mr. Krunitz, deserves to be noticed as a literary *curiosity*. Its publication began *seventy-four years ago*, viz. in the year 1773, during which time *one hundred and ninety* volumes, in gr. 8vo., have been published, costing the subscriber upwards of 600 dollars. Still, this Cyclopædia is not further than the letter T.

A Duke Numismatist.—We are sorry that we are precluded from more than *mentioning* the work of the Duke de Luynes on Phœnician and Satrapic coins—still interesting even for the artist. His grace has properly classified many valuable medals, hitherto confounded with Sicilian coinage — and elucidated that interesting fact, that coins of the Westerly Satrap (from Thracia to Egypt) had Phœnician inscriptions, as the language and coinage of that nation enjoyed the widest reach.

The Great Suspension Bridge at Kowno—will be built by English engineers. As the debordments of the Vistula are very great here, the length of the bridge will be excessive, and cost eight millions silver rubles (at 4s. each).

Wesleyan Chapel in Uxbridge.—A new chapel is about to be built in Uxbridge. The following is a list of the tenders for its erection, sent in on the 10th inst.

Kingsland, Uxbridge	£535
Snowball, Slough	589
Burbridge, Richmond	635
Page, Uxbridge	650
Morton, do.	664
Clements, London	695

Fire in Another Theatre.—The opera-hoose at Struttgard took fire lately in some of the usual vulnerable points so numerous in dangerous edifices such as these; and the presence of mind of the prince royal alone preserved hundreds from injury or death in the general rush which the auditors and spectators made towards the doors. The fire does not appear to have done much damage, and no life was lost.

A CHAT ABOUT LOCOMOTION.

It is interesting to retrace the *rapid strides* which railway speed has made since 1824, when the first locomotive astonished the world by travelling along the rail at the rate of six miles an hour,—or rather, by travelling at all on a smooth rail, and without cogged wheels, and not, as was expected, merely wheeling round without locomotion. Yet, strange to say, in that very year, or rather in the year preceding, we recollect participating in the wonder with which perhaps a still more extraordinary invention was then contemplated—an invention which has not even yet been brought to any thing like practical utility, if indeed it ever will, but which at that time promised well for future success, even whilst the locomotive on the untoothed rail remained a very doubtful speculation in the minds of many. Strange to say, we repeat, at that very time, and previous to the test applied on the Manchester and Liverpool,—when the directors on that line were said still to contemplate the likelihood of jogging on with horses, ere the bright idea of offering a premium for locomotion was matured, we distinctly recollect running along one of the high roads near Edinburgh, on a locomotive independent of all rails, and at a rate of *more* than *six* miles an hour,—the grand accomplishment of the "first locomotive" of the rail,—and that, too, although the persevering and talented inventors of the machine to which curiosity had impelled us to trust our joints and members, bore the almost incredibly ominous names of Burstall and Hill. To be sure there was no hill in the way, otherwise our high-pressure engine might have indeed burst all; but as it was, we remember that our enterprising conductor for a moment lost command of his fore-wheel regulator, and the immediate and inevitable consequence was a dash of all and sundry through a thick-set thorn hedge into the garden of an astonished old gentleman, who, in his latter days, had, once for all, as he thought, been obliged to admit that mail coaches on turnpikes were the very *ne plus ultra* of perfection. That locomotive experiment, however, was certainly, on the whole, a promising one, and at a time, too, when no such promise brightened the future prospects of the rail which has since done such wonders; but the result has been an instructive one in its relation to the apparent merits of contemporaneous speculations or inventions of a kindred order. Even yet, however, it must be confessed, that an experiment conducted on an enterprising scale, in the establishment of splendid locomotive coaches on the common road between Glasgow and Paisley, was perfectly successful so far as regards the practicability of running such locomotives at a pretty rapid speed; only an unfortunate accident, unconnected with the merits of the invention it was alleged, at length led to an interdict, such as might have foreclosed us from the benefits of even railway transit itself, had such an accident on the rail been followed up by such an interdict at the outset.—Our purpose, however, in alluding to the rapid strides which locomotive speed has made since 1824, when six miles an hour was the maximum, and when the only wonder was the possibility of locomotion without horses at all,—has been held all this time *in retentis*. The speed of "The Rocket," in 1829, had reached the extraordinary rate of 15 miles an hour; but wonder was destined to succeed wonder, and in 1835 "The Firefly," had distanced even the whizzing "Rocket" by at least five miles more. Another stride of as many years, and the "North Star,"—a most inept cognomen that,—the most fixed and stagnant (to our sight at least) of all fixed stars, to what must have then shone out as a shooting star of the first blaze of magnitude—shot off with a maximum velocity of 37 miles an hour. Since then, as every one knows, even that, now and then, is nothing to the deeds of latter days, during which an ascertained speed of at least 72 miles an hour, as instanced in "Tuck's Railway Manual," to which we have just been referring, has been occasionally attained. Indeed, we have even heard it whispered by those whose only doubt was probably whether they should be believed, that the maximum of all minor achievements had merged at length into a "cool hundred." The quantity of fuel, on the other hand, required during these truly rapid strides, to keep the steam up, has been continually diminishing, so that now but a sixth is required of what was formerly expended. Other expenses also have diminished in a corresponding ratio, and the length of way now cleared for the accomplishment of the rapid flight of railway locomotive transit, has been estimated at about two and twenty thousand miles, along which, therefore, were the whole in one continuous line, a locomotive would require to travel, night and day, for forty days and nights, at the rate of five and twenty miles an hour, to accomplish the distance. Man may now begin to boast of having done something at least towards compassing the globe with his iron arteries of universal intercourse. Our own beloved country is, of course, at the head of this great movement—far a-head indeed, of all competitors—and more than doubling all that has been done throughout the world besides, even brother Jonathan inclusive.——Great Britain and Ireland have been traversed by 10,323 miles of railway, British colonies by 1,000 more; East-India by 500 more; America, by 3,200; France, by 2,200; Germany, 1,570; Belgium, 1,095; Cuba, 800; Holland, 200; Italy, 115; Denmark, 106; Russia, 52.——The profits returned on the immense amount of capital thus invested are declared, by the chairman of the Manchester and Leeds line (Mr. Henry Houldsworth) not to exceed, over all, 6½ or even 6 per cent., so that the capital, in this event, would appear, on the whole, to have been as far faithfully expended for the general behoof. ——Atmospheric traction seems determined to keep its head above water, notwithstanding many a conflicting statement as to its merits. On Friday week, it is said, that a train, in which were Messrs. Brunel and Samuda, performed the distance from Exeter to Turf (six miles) in four minutes!——Experiments have been made with Crampton's new engine, which is said to have run a train of 50 tons weight, on a gradient of 1 in 330, at the rate of 44 miles an hour, and down a falling gradient of 1 in 1,000, at 56 miles an hour. The engine was not tried at the extent of speed to which it could go, in consequence of the axles heating. The driving wheel is 7 feet in diameter, and the engine only 6 feet 9 inches high, the axle of the driving wheel being placed behind the fire box to prevent raising the centre of gravity of the engine too high. ——The best of our railway engine-drivers, it is said, have been induced by large offers to go over to the French lines, and to prevent the able men from deserting to our friendly "enemy's camp," the English companies have been obliged to raise their salaries to 3*l.* or 4*l.* a week. ——The Blackwall Line is to be reduced in width of rail from 5 feet to the 4 feet 8½ inches, or national gauge, and the rope is to be discarded and locomotive power applied.——So much of the bill for the Regent's Canal Railway scheme as affects the Regent's Park and the parish of Marylebone is to be withdrawn. ——The timber works of the Lowestoft Harbour and Railway North Pier, 1,300 feet in length, with the pier-head, have been completed, and the South Pier, 1,250 feet in length, is in rapid progress; 2,000 feet of pier work have thus been done since May last. The railway works also are nearly completed, and a large hotel and sixteen villas are to be erected, and a capacious promenade formed, so as to render Lowestoft an attractive watering place.——An extensive tract of land in Station-street, Nottingham, has been all but purchased by the Midland Company for the erection of the very large passenger station formerly noticed.—— The contracts for the new passenger station at Hull, also before noticed, were let at York on Monday last, to Messrs. Hutchinson and Simpson, who are to receive between 50,000*l.* and 60,000*l.* for the same. This is exclusive of the cost of land, rails, &c.——The works between Chester and Warrington, on the Birkenhead, Lancashire, and Cheshire Junction, a distance of 18¼ miles, have been let to Mr. Brassey, upon a guaranteed contract not exceeding the Parliamentary estimate. These, which are the only works of any magnitude upon the line, comprise a tunnel of 2,050 yards, and a viaduct of 580 yards. The directors have also concluded terms for the erection of a joint station at Chester.——Mr. Scott, of Huddersfield, has been declared the contractor for completing that portion of the Whitehaven and Furness Junction Line called

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